Swiss infrastructure and transport policy

23.9.2015 Toni Eder, Vice-Director
The FOT is part of the infrastructure department, DETEC

Head of Department
Doris Leuthard (CVP)

General Secretariat

Federal Office of Transport

Federal Office of Civil Aviation

SFOE

Swiss Federal Office of Energy

FEDRO

Federal Roads Office

OFCOM

Federal Office of Communications

FOEN

Federal Office for the Environment

ARE

Federal Office for Spatial Development
Switzerland and the railways

- European champions of rail travel
- Quality increases demand
In the heart of Europe

- The ‘blue banana’
- 150 million people
The Rotterdam-Genoa Corridor

- Bridging the North Sea and the Mediterranean
- Part of the TEN-T Core Network priority programme
- Two axes in Switzerland: Lötschberg-Simplon and Gotthard-Ceneri
Beautiful landscape, major obstacle

Idyll vs. traffic chaos
Modal shift: a popular mandate

• 1994: the population approves the Alpine Initiative.

• Transfer from road to rail is embedded in the Federal Constitution.

• Movement of lorries across the Alps is limited by law.

• Federal government implements the mandate.
Population in favour of Alptransit

27 September 1992

Referendum on alpine transit resolution

63.6% vote yes

(YES TO Alptransit. THIS WILL UNITE US
Yes to the New Rail Link through the Alps.)
Population in favour of FABI

(9 February 2014 YES TO FABI, the project to fund and expand the rail infrastructure)
Funding of rail infrastructure

Deposits

- HGVC
- Mineral oil duty (fuel tax)
- Value added tax (until now: FinöV Fund)
- General federal resources

New sources:
- Cantonal contributions,
- Maximum amount of road commuter's tax deduction (direct federal tax),
- Temporary VAT rate increase

Withdrawals

- Infrastructure operations
- Value preservation expansion
- Repayment advances
- Interests

BIF revenues = expenses

Discharge of BIF funding (price of the train paths)
Everyone shares the additional costs

- **consumers**
- **federal government**
- **transport companies**
- **commuters**
- **cantons**

Rail passengers
A flat rail link through the Alps

- Gradient 26°/00
- New gradient max. 8°/00
- Gotthard-Basistunnel
- Ceneri-Basistunnel

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Ownership business model

• The system of constructor companies has proved itself

• Embedded in the Railways Act (Art. 48e) as a result of the FABI referendum
The Gotthard base tunnel

- Capacity: 260 freight and 65 passenger trains per day
- Timetabled speed: freight trains 100 km/h, passenger trains 200 km/h
- Max. speed: 250 km/h (passenger trains)
- Opening: 1 June 2016
- Scheduled operation starts: 11 December 2016
The Ceneri base tunnel

Opening 2020
The Lötschberg base tunnel

- Length: 34 km
- In operation since 2007
- Equipped for both passenger and freight trains
- Increase in passenger traffic in first year of operation: 77%
Switzerland is building for Europe

- High-performance axis allows modal shift from road to rail
- 24 billions CHF (Alptransit)
- 9.231 billions/year (transport)

Source: FFA/Ordinary expenditure 2014
Further infrastructure projects

- New construction of the Albula tunnel
- New Bözberg tunnel
- Widening to dual track at Klosters
Not just railways

- Sunniberg bridge near Klosters

- Ganter bridge on the Simplon pass road
Swiss know-how

- Infrastructure is expensive
- The art of engineering is in demand
- A domestic challenge
Opening ceremony on 1 June 2016

• Thank you to the Swiss public: first journey for members of the public selected in a draw

• Parallel events at the northern and southern portals for invited guests

• Media presence in Switzerland and abroad (Swissness)
Thanks for your attention